

## **AMENDMENTS TO THE CLAIMS**

This listing of claims will replace all prior versions, and listings, of claims in the application:

### **Listing of Claims:**

Claims 1-14. **(Canceled)**

15. **(Currently amended)** A fuel injection system for internal combustion engines, comprising

a fuel injection nozzle (2), which can be supplied with fuel by a high-pressure fuel source (1), the fuel injection nozzle (2) having a movable nozzle piston (3) for opening and closing injection openings (6), an injection nozzle high-pressure chamber (21), **and** an injection nozzle control chamber (20), **and a closing spring located within the control chamber (20) for biasing the nozzle piston (3) in a direction to close the injection openings (6),**

a pressure boosting device (7) is connected between the fuel injection nozzle (2) and the high-pressure fuel source (1), the pressure boosting device (7) having a movable pressure booster piston (8), a pressure booster work chamber (11), and a pressure booster high-pressure chamber (9), and

a filling connection (10) which is open for filling the pressure booster high-pressure chamber (9) when the fuel injection nozzle (2) is closed and is itself closed **by the nozzle**

**piston (3)** when the fuel injection nozzle (2) is open, **said filling connection (10) including a throttle (23),**

wherein closure of the filling connection (10) is coupled with the motion of the nozzle piston (3) in the opening direction to uncover the injection openings, and

wherein the **control chamber (20) is hydraulically connected to the pressure booster high-pressure chamber (9) by the** filling connection (10) **is located between the pressure booster high-pressure chamber (9) and the injection nozzle control chamber (20).**

Claim 16. **(Canceled)**

17. **(Previously presented)** The fuel injection system of claim 15, wherein a pressure change in a pressure booster control chamber (12) contained in the pressure boosting device (7) and/or in the pressure booster work chamber (11) causes a pressure change in the pressure booster high-pressure chamber (9).

18. **(Previously presented)** The fuel injection system of claim 15, further comprising a control valve (14) operable to control the opening and closing of the injection openings (6) are controllable via a control valve (14).

Claim 19. **(Canceled)**

Claim 20. **(Canceled)**

21. **(Previously presented)** The fuel injection system of claim 15, wherein the high-pressure fuel source (1) communicates during the injection, via a high-pressure line (27), with the pressure booster work chamber (11) contained in the pressure boosting device (7).

22. **(Previously presented)** The fuel injection system of claim 15, wherein the filling connection (10) is closable by the cooperation of the nozzle piston (3) with a sealing seat (26).

23. **(Previously presented)** The fuel injection system of claim 15, further comprising a sealing seat (26) embodied on the nozzle piston (3) and cooperating with a pressure piece (45) for closing the filling connection (10).

24. **(Previously presented)** The fuel injection system of claim 15, wherein the filling connection (10) is embodied in the nozzle piston (3).

25. **(Previously presented)** The fuel injection system of claim 15, wherein the injection nozzle control chamber (20) is located in the pressure booster piston (8), and wherein the pressure booster piston (8) is embodied as a hollow piston.

26. **(Previously presented)** The fuel injection system of claim 17, wherein the pressure booster high-pressure chamber (9) communicates, when the fuel injection nozzle (2) is closed, with the high-pressure fuel source (1) via a control valve (14) (in a first switching position (15)), the pressure booster control chamber (12), the injection nozzle control chamber (20), and the filling connection (10).

27. **(Previously presented)** The fuel injection system of claim 17, wherein when the fuel injection nozzle (2) is opening and is open, the pressure booster control chamber (12) and the injection nozzle control chamber (20) communicate with a low-pressure line (17).

28. **(Previously presented)** The fuel injection system of claim 17, wherein when the fuel injection nozzle (2) is closed, the pressure booster high-pressure chamber (9), via the filling connection (10), and via the injection nozzle control chamber (20), the pressure booster control chamber (12) and the pressure booster work chamber (11) communicate with at least one low-pressure line (17, 48, 49).